

To-morrow being a holiday there will be no issue of the China Mail.

Football.—Played this afternoon. Result:—Scotland, 3 goals; The World, 2.

Trains.—Will be a Watch-night Service in the Chinese Church to-night, commencing at 11.15 p.m.

Divine Service.—Will be held on board H. I. G. M. S. Kaiser to-morrow morning at 10 o'clock. There will be no service at the German Bethesda Chapel at that time.

The service at St Peter's church, West Point, will be discontinued for two Sundays. Meanwhile services will be held at the Kowloon Institute on Sundays at 11 a.m. and 6.30 p.m.

The Acting British Consul in Fuzhou, in his return of the cases of plague in the district of Tamsui, shows that during the seven days ended 18th December only 2 fresh cases were discovered, and 4 deaths took place.

Mr J. C. Hall, British Consul at Kobe, forwarded a return to H.E. the Governor showing the extent to which small-pox is still prevalent at that port. The return shows that for the week ended 14th December there were 118 new cases discovered, and 63 deaths.

Inspector Beatty of No. 1 Health District prosecuted two Chinese at the Magistrate's court, for failing to report cases of small-pox which had occurred in their houses at 44 Jardine's Bazaar and 29 Ewo Street respectively. A fine of \$10 was imposed in each case.

The General Post Office and Registration Branch will be closed on New Year's Day and 2nd January, except from 8 to 9 a.m. Correspondence for Hongkong, the Paik, and Kowloon may be posted up to 9 a.m. The Night Box will be left open. The Money Order Office will be entirely closed on both days.

On her voyage from Australia to Hongkong, the China Navigation Co's steamer *Chenghai* called in at Manila having on board six horses and thirty head of cattle from Sydney for the Spanish Government. As the steamer had fine weather throughout the voyage the horses and cattle were landed in splendid condition.

From our Canton letter (which is held over owing to the want of space) we learn that a collision had taken place between the *Hannan* and *Canton* in the City on the 29th. One life is said to have been lost, and several soldiers were badly wounded. The City gates were closed, and the shopkeepers refused to do any business.

At the close of the trial of Charles McKinlay for forgery, yesterday, Chief Justice Carrington said he had received a letter from Mr H. S. Cooke, the jurymen on Tuesday was fined \$5 for not attending the Court. The letter explained Mr Cooke's non-attendance, and his Lordship decided to give Mr Cooke the benefit of the doubt, and remitted the fine.

The Band of the West Yorkshire Regiment will play the following programme at the Regimental Sports on New Year's Day:—
1—March "Cullin Cullin"
2—Overture "The Bells of St. Mary"
3—Polka "As you please"
4—Waltz "The Bells of St. Mary"
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7—March "The Bells of St. Mary"
8—Waltz "The Bells of St. Mary"

Yesterday whilst a cutter belonging to H.M.S. *Cerberus* was sailing in the Harbour she was upset by a sudden squall and her crew thrown into the water. The accident was observed by the "look-out" on the flag-ship, and three boats were very expeditiously got away to the rescue. Several sampans also got to the spot, and as all the men could swim they managed to keep afloat till picked up none the worse for their imprudence and somewhat chilly bath.

At the Magistrate's court, yesterday, Wong Sun Pau, shopkeeper, Deauville Strand, was brought before Commander Hastings, charged with uttering a forged promissory note for \$1000, some time in September last, at the Man Wo Shing Shop, 73 Bonham Strand. Defendant was arrested by Detective Sergeant Melver on the 24th inst. Mr J. Hastings appeared on behalf of the Man Wo Shing Shop for the prosecution, and Mr George defended the prisoner. The case was remanded till 2.30 p.m. on 6th January. Bail amounting to \$3000, was allowed.

Verdicts at the Dock.—At Kowloon:—Dante, Lakin, Lung Tsing, Jacob Diggle, Hanoi, R. R. Thomas, Pelican, Madras, Ariaki Maru, H.I.G.M.S. *Arcon*.

Competition.—John Bailey, Nanchang, Australia.

Abandon.—(None).

REUTERS' TELEGRAMS.

[Supplied to the "China Mail"]

London, 29th December, 1896.

DIPLOMATIC APPOINTMENT.

Mr Wm. Nollhorpe Beauchamp, at present Secretary of the Legation at Peking, has been appointed Consul-General at Budapest.

TURKEY AND THE POWERS.

M. Nollhorpe has warned the Sultan of the necessity for following the counsels of the Powers, as in the event of his not doing so the sequel would be unpleasant.

SERIOUS ACCIDENT TO CAPTAIN RADOLFF, RIFLE REGIMENT.

(Special Telegram from Our Own Correspondent.)

St. Petersburg, Thursday, Dec. 31, 10.50 a.m.

While taking part in a rehearsal near Singapore, Captain Charles Edward Radolff, of the Rifle Brigade, was badly thrown from his horse, and his leg broken.

WEATHER NOTICE.

The following notice is issued from the Observatory:—

On the 31st at 11.30 a.m. the high pressure has spread Eastward rapidly. There is little change elsewhere, except on the East of China, where the pressure has fallen. Forecast:—Fresh S.W. and S.W. winds; cloudy, misty.

THE PUNJOM MINING CO., LTD.

The fifth ordinary general meeting of the shareholders in the Punjom Mining Co., Ltd., was held at the Company's Office, No. 9 Praya Road, on Monday, December 29th, 1896. The officers present were: Messrs W. R. Loxley, J. A. Lewis, and C. A. Thomas (Directors); J. J. Duncanson (Secretary); E. George, Captain Beauchamp, Captain Tillet, Captain Anderson, H. W. Wickham, G. Murray Bain, G. C. K. O. Wegmann, C. S. Sharp, Hart, D. W. Torrey, F. L. Hohnke, O. Venter, H. J. Al. Machado, M. B. Polshwa, Dhabia, Mahomed, etc.

The Chairman said:—Gentlemen, with your permission, we will follow the usual course on such occasions and take the Report as read, noting that it has been in August sent to you by Mr. J. J. Duncanson, and that the past year has not quite lived up to the successful results we hoped for, neither have the deposits found in the workings proved so valuable as we were at the time anticipated. Still we have made some progress, and the development of the mine, a large amount of underground work has been carried out, and some important discoveries made of both new reefs and of large reefs of ore, which, although of low grade at some points, are yet payable at others, and the quantity of gold is in the value of the ore improving as we continue to open up, in which case we shall shortly have large reserves of ore in sight. Your Directors have given instructions to the Manager to continue to sink the shaft to a depth of 100 feet, and to make a large amount of underground work has been carried out, and some important discoveries made of both new reefs and of large reefs of ore, which, although of low grade at some points, are yet payable at others, and the quantity of gold is in the value of the ore improving as we continue to open up, in which case we shall shortly have large reserves of ore in sight.

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ly in the large quantity of weathered tailings (the accumulation of years) which had got mixed with the fresh, thereby producing a large amount of acidity which renders the tailings so difficult to treat. Every effort has been made to keep the new and old tailings separate, but to economize labour in tailing, they have been dumped in the place most convenient for passing on to the cyanide vat in areas, it is practically impossible to keep them apart. However, as a portion of the old tailings is being used up every month, we are in hopes that in the course of a few years all the old will have disappeared.

After the failure of Mr White to work the cyanide plant this gentleman was discharged, and on the recommendation of the Cassel Company, we engaged early in January Mr Wilson, who had had large practical experience in working the process in New Zealand. On arrival at Punjom, he carried out a series of laboratory experiments on both new and weathered tailings and on the concentrates which justified him in putting the whole plant in operation on the 1st of March last, with results which are now well known to shareholders. Mr Wilson's statement was for six months only, and we were anxious that he should remain for another term on increased remuneration, but this could not be done, as he had to return to New Zealand for three months longer. Since his departure the cyanide plant has been run by Mr Quinn, the assayer of the mine, and he has so far made a success of his work, and the output of the plant has been steadily increasing.

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what he has said. We are all pleased the Company is making more progress, and the more we are able to pay a dividend. I have also to thank you, gentlemen, for your attendance here to-day, and I hope at our next meeting we shall have a more satisfactory report to present to you.

THE NAVY LEAGUE.

We have been requested to publish the following letter, which speaks for itself:—
18 Bank Buildings, 31st Dec. 96.
Dear Sirs:—At a Committee Meeting of the Hongkong branch of the Navy League, held this morning it was resolved to call upon all the British subjects in this Colony to sign the following expression of opinion, copies of which will be extensively circulated for that purpose:—
The undersigned British residents in Hongkong having regard to the recent Admiralty Return of Comparative Naval Strength, view with apprehension the alleged intention of the Admiralty to omit provision for the construction of new battleships from the forthcoming Navy Estimates, and therefore urge on Her Majesty's Government the necessity of taking such steps as will restore the pre-eminence of the British Fleet as regards battleships and officers and men.

The enclosed cutting from the Navy League Journal for November, which contains the Admiralty Return alluded to, the pressing necessity which exists for a liberal expenditure being made upon the Navy, is, I am, Dear Sir, Yours faithfully,
ALEXANDER E. POLLOCK,
Hon. Secretary Hongkong Branch Navy League.

Chess Column.
CONDUCTED BY "BLACK BISHOP."
Communications should be addressed, "Chess," China Mail Office.
Original Problems should be accompanied by Solution and Analysis.
The Hongkong Chess Club meets every Monday, Thursday and Friday from four till half-past seven p.m. at Thomas's Grill Room.

Problem No. 24.
By A. F. MACKENZIE.
Black (4 pieces).

White (10 pieces).
White to play, and make in two moves.
Solution to Problem No. 22 by A. E. D. Silva.
1. Kt-B3. 1. KxKt (R5) 2. B-B7
Then if... 1. KxKt (B5) 2. R-R7
1. Kt moves 2. Kt-Q7
Correct Solutions from T.H.H.L. and M. Myer.

Hongkong, Dec. 31.
On Monday next the Hongkong Chess Club has a Problem-solving Competition. Each competitor will be supplied with diagrams of these two-move problems, and will be expected to give the key-moves from the diagrams without setting up the position and moving pieces about. In such contests, analysis is not demanded; it is sufficient to give the correct key-move, and if there happen, unfortunately, to be a "cook" or second correct solution, the one given by the author of the "cook" will be accepted; any solution will be sufficient so long as it meets every possible defence and gives mate in the stipulated number of moves.

The Tournament is postponed on account of the Christmas holidays, and, instead of opening to-night, will begin next Thursday, and if it be not too late to alter the arrangements I would like to suggest that there should be more prizes. The prizes need not be of any intrinsic value, but if some notice be taken of the second, third, and fourth prizes, there will be more incentive for competitors to stay till the end. I am glad a competitor retiring loses all played games. This is the only method of dealing with such cases that can be called fair to the other players. The Tournament will last nine weeks, and we shall all watch its progress with interest.

The problem I give above is a curious instance of unconscious imitation. Mr A. F. Mackenzie and Mr B. G. Laws composed precisely the same rendering of an identical idea, nearly simultaneously and under circumstances which left no room for the suggestion that either had been in any way guided by the other's work. In fact there is scarcely anything in which originality is more likely to be due to accident than in chess compositions, and only recently in the *Times* Chess column two really brilliant original problems by Geo. Rusby and O. Tattersall have been shown to be only slightly varied settings of previously published problems.

The six chief events of the year have been the three tournaments at St. Petersburg, Nuremberg and Budapest, the cable match between England and America and the matches between masters, Steinitz and Lasker and Showalter and Barry. The lesson of the year has been the establishment of Lasker's pre-eminence and the dethronement of the veteran Steinitz. The games of the year have been exceptionally numerous and brilliant, but no very important addition has been made to our knowledge of the openings. The Russian game has been less tested after long oblivion, and Steinitz's defence to the Ruy Lopez has failed to stand the test of match play.

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Scotland has long been to the fore with monster chess gatherings, and in a recent match between East and West there were 100 players engaged on each side. The East won by 4 games.

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There seems to be only one improvement possible. Chess should be abolished. Let the game end with the capture of the king, but let us abandon the childish habit of not taking the king when he is in check, and let us allow the king to be captured. The rule compelling the king to move when he is in check is a relic of barbarism. The rule compelling the king to move when he is in check is a relic of barbarism. The rule compelling the king to move when he is in check is a relic of barbarism.

No. 61) a brilliant chessman in which he defeated Misses at Hastings. He has several times been president of the Liverpool Chess Club, and is a thriving merchant in that city. His play, says Mr. Cheshire, is of the safe school; it is almost peculiar to himself and scarcely of an attacking style, though it is a curious fact that he truly drawn a game. He tied for first prize at the B. C. A. Tourney in London in 1871 and again in 1886, and won first prize at Amsterdam in 1888 with no losses, drawing against Lasker and Mason. He was not selected this year to play at Nuremberg.

The following victory by Burn at Hastings should be a sufficient reply to those who maintain that the French Defence leads to a dull game and necessitates timid play—

Game No. 63.
FRANCE DEFENCE.
White (C. Walbrodt). Black (A. Burn).
1. P-K4 1. P-K4
2. P-Q4 2. P-Q4
3. Kt-QB3 3. Kt-KB3
4. B-Q3 (a) 4. P-Q4 (b)
5. P-QP 5. Kt-P (c)
6. BxP 6. BxP
7. Kt-KB3 7. Castles
8. Castles 8. Kt-QB3
9. Kt-Kt5 9. B-K3
10. Q-Q2 10. B-K2
11. Q-Kt4 (d) 11. B-K2
12. Kt-QKt5 12. R-QB3
13. Q (R-Q) Kt5 (e) 13. R-QB3
14. BxKt 14. Kt-Kt5
15. P-Kt 15. P-Kt (f)
16. Kt-Q4 16. Kt-R4
17. R-Kt sq 17. Q-Q3
18. Kt-R4 18. R-Kt sq
19. Kt-R4 19. Kt-R4
20. Kt-R4 20. Kt-R4
21. B-K3 21. B-K3
22. P-Q4 22. P-Q4
23. B-QB3 (g) 23. B-QB3
24. Q-R5 (h) 24. Q-R5
25. P-Kt 25. P-Kt
Notes by C. von Bardeleben.

(a) A dull combination. I under the usual moves 4. B-Kt5 or 4. P-K5.
(b) The right answer.
(c) I believe that still better would be P-P3; the game might proceed then in the following way:—4. P-K5, 5. B-K3, 6. P-Q4, 7. B-K3, 8. Kt-K5, 9. Kt-QB3, 10. B-K3, 11. B-K3, 12. B-K3, 13. B-K3, 14. B-K3, 15. B-K3, 16. B-K3, 17. B-K3, 18. B-K3, 19. B-K3, 20. B-K3, 21. B-K3, 22. B-K3, 23. B-K3, 24. B-K3, 25. B-K3.

(d) The attack introduced by this and the following move is not sound. White should have played 11. Kt-K5. (e) At this juncture 13. P-QB3 was absolutely necessary to prevent the following move of Black.
(f) Very well played. Black, after having exchanged the horses Kt-B, runs the risk of weakening his pawn on the King's side to obtain attacking prospects.
(g) This square is very unfavourable for the Queen. Better would have been 18. Q-Q.

(h) Of course not QxP because of 22. Kt-K5, which wins the Queen. (i) This proves to be fatal at once, but the White game is no longer to be saved. If, for instance, White defends the Queen's Knight's Pawn with 23. R-Kt sq, Black answers Q-K3.
(j) He should have played 24. Kt-B3, but only to prolong the struggle. Black has played the attack very cleverly.

Game No. 64.
SCOTT'S GAMBIT.
White (Mophisto). Black (Amateur).
1. P-K4 1. P-K4
2. Kt-KB3 2. Kt-QB3
3. P-Q4 3. P-Q4
4. B-Kt5 4. B-Kt5
5. B-Kt5 5. B-Kt5
6. B-Kt5 6. B-Kt5
7. Castles 7. Castles
8. Kt-Kt5 8. Kt-Kt5
9. P-Q4 9. P-Q4
10. P-Q4 10. P-Q4
11. P-Q4 11. P-Q4
12. Kt-Kt5 12. Kt-Kt5
13. Kt-Kt5 13. Kt-Kt5
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NOTICES TO CONSIGNEES.

STEAMSHIP SYDNEY.
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from BORNEO or elsewhere in connection with the above Steamship are hereby informed that their Goods—such as Opium, Treasures and Valuables—are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignee before 9 a.m. To-day (Thursday), the 24th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter.

Goods remaining unclaimed, after Wednesday, the 30th December, at 4 p.m., will be subject to rent and landing charges. All Claims must be sent in to me on or before Wednesday, the 30th December, or they will not be recognized.

All Damaged Packages will be examined on Wednesday, the 30th December, at 3 p.m.

No Fire Insurance has been effected.

G. de CHAMPAUX, Agent.

Hongkong, December 24, 1896. 2610

NOTICE TO CONSIGNEES.

STEAMSHIP OLYMPIA,
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside the Vessel, or to have them landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co., Agents.

Hongkong, December 29, 1896. 2634

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER FORMOSA.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where delivery may be obtained at once as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 4 p.m. To-day.

Goods not cleared by the 3rd January, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, December 28, 1896. 2623

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER ROSETTA.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where delivery may be obtained at once as the Goods are landed.

This Vessel brings on Cargo—From London, via Suez Canal, and from Persia, India, and Australia, via Suez Canal, and from Persia, India, and Australia, via Suez Canal.

Optional Goods will be landed here unless instructions are given to the contrary before 4 p.m. To-day.

Goods not cleared by the 3rd January, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, December 28, 1896. 2624

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER ROSETTA.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where delivery may be obtained at once as the Goods are landed.

This Vessel brings on Cargo—From London, via Suez Canal, and from Persia, India, and Australia, via Suez Canal, and from Persia, India, and Australia, via Suez Canal.

Optional Goods will be landed here unless instructions are given to the contrary before 4 p.m. To-day.

Goods not cleared by the 3rd January, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, December 28, 1896. 2624

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER ROSETTA.

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
The Co.'s Steamship *Formosa*, Captain Houson, will be despatched for the above Ports TO-MORROW, the 1st January, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, December 24, 1896. 2634

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, VIA SWATOW.
The Co.'s Steamship *Formosa*, Captain Houson, will be despatched for the above Ports TO-MORROW, the 1st January, 1897, at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, December 29, 1896. 2634

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.
The Steamship *Huyeh*, Captain Houson, will be despatched for the above Ports on MONDAY, the 4th January.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, December 28, 1896. 2634

GLEN LINE OF STEAM PACKETS.

FOR LONDON VIA SUEZ CANAL.
The Steamship *Glenary*, Captain Houson, will be despatched for the above Ports on MONDAY, the 4th January, 1897.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, December 19, 1896. 2577

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.
The Co.'s Steamship *Formosa*, Captain Houson, will be despatched for the above Ports on TUESDAY, the 6th January, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamship. First-class Saloon is situated forward of the Engine, a Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, December 28, 1896. 2606

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

FOR SINGAPORE, COLOMBO, PORT SAID, MARSEILLES, NEWCASTLE, ANTWERP, ZAANDAM AND LONDON.

The Co.'s Steamship *Kagoshima Maru*, Captain Houson, will be despatched for the above Ports on TUESDAY, the 6th January, at Noon, instead of as previously advertised.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, December 24, 1896. 2616

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.
The Co.'s Steamship *Formosa*, Captain Houson, will be despatched for the above Ports on THURSDAY, the 14th January.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, December 30, 1896. 2614

OCEAN STEAMSHIP COMPANY.

FOR NEW YORK, VIA SUEZ CANAL.
The Co.'s Steamship *Formosa*, Captain Houson, will be despatched for the above Ports on FRIDAY, the 15th January, 1897.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, December 10, 1896. 2584

THE OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1897.

(Subject to Alterations.)
Mount Lebanon | Saturday | 10th January.
TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

The Steamship *Mount Lebanon*, will be despatched hence for VICTORIA, B.O. and PORTLAND, OREGON, via KOBE and YOKOHAMA, on SATURDAY, the 16th January, 1897.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one Copy must be sent forward by the Steamer to the care of the General Freight Agent, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to SHIRWAN, TOMES & Co., Agents.

Hongkong, December 30, 1896. 2649

Shipping.

Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.
The Steamship *Formosa*, Captain Houson, will be despatched for the above Ports on WEDNESDAY, the 6th January.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, December 28, 1896. 2630

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON AND HAMBURG, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)

The Co.'s Steamship *Formosa*, Captain Houson, will be despatched for the above Ports on or about the 17th January, 1897.

For Freight, etc., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, December 28, 1896. 2591

FOR NEW YORK VIA SUEZ CANAL.

To follow the S.S. *Polhemus*.
This Steamship *Port Adelaide*, will be despatched for the above Ports on or about 30th January, 1897.

S.S. *Burgin*, to sail about 14th Feb. 1897.
S.S. *Strathmore*, to sail about 28th Feb. 1897.

A 'Warrior' Steamer, to sail about 15th March 1897.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, December 22, 1896. 2602

Sailing Vessels.

FOR SAN FRANCISCO.
The British Barque *Shewan*, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHIRWAN, TOMES & Co., Agents.

Hongkong, December 7, 1896. 2471

FOR NEW YORK.

The S.S. *William D. Smith*, Captain Houson, will load here for the above Port, and will have quick despatch.

For Freight, apply to CARLWITZ & Co., Agents.

Hongkong, October 10, 1896. 2114

FOR NEW YORK.

The S.S. *U.S. American Barque*, Captain Houson, will load here for the above Port, and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, November 29, 1896. 2408

FOR SAN FRANCISCO.

The S.S. *U.S. American Barque*, Captain Houson, will load here for the above Port, and will have quick despatch.

For Freight, apply to MELOHRS & Co., Agents.

Hongkong, November 28, 1896. 2399

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

VIA INLAND SEA OF JAPAN.
The attention of Passengers is directed to the very cheap rates offered by this Line to the Pacific Coast and to the INTERIOR and EASTERN CHINA of the UNITED STATES and CANADA and to KOREA.

HONGKONG TO LONDON, \$400.
Excellent accommodation. First class Table. Doctor and Stewardess carried.

HONGKONG TO NEW YORK, \$850.
The Railroad travelling is second to none in the American Continent. Magnificent scenery of the Rocky and Cascade Mountains. The Yellowstone National Park. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA, \$225.
Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG, (Subject to Alterations.)
Pelican | Tuesday | Jan. 5.
Olympia | Tuesday | Jan. 19.
Branford | Tuesday | Feb. 2.
Tacoma | Tuesday | Mar. 2.

THE Steamship *FELICIA*, Captain Houson, will be despatched for the above Ports on TUESDAY, the 7th January, 1897, will proceed to VICTORIA (B.O.) and TACOMA (Wash.), via KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast, and to Canada and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one Copy must be sent forward by the Steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Passes must be sent to our Office (with address marked in full) by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARLILL & Co., General Agents.

Hongkong, December 28, 1896. 2438

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu) THURSDAY, Jan. 7, 1897, at daylight.

China (via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu) TUESDAY, Jan. 20, 1897, at noon.

Persia (via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu) SATURDAY, Feb. 13, 1897, at noon.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 7th January, 1897, at Daylight, taking Passengers and Freight.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States and Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$1 in addition to the regular fare.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, Ministers of the Gospel, Diplomats, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama, and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, to Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's and connecting Steamers.

Freight bills received on board until 4 p.m. the day previous to sailing. Parcel Packages may be received at the office until 4 p.m. same day; all Parcel Packages must be marked to address in full; value or amount required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States, should be sent to the Company's Office in San Francisco, and returned to San Francisco Collector of Customs at San Francisco.

No further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Prince Street.

J. S. VAN BUREN, Agent.

Hongkong, December 24, 1896. 2500

McDONALD & ORIENTAL STEAMSHIP COMPANY.

FAIRING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS.

AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu) SATURDAY, Jan. 18, at noon.

Belgia (via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu) THURSDAY, Feb. 4, at noon.

Belgia (via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu) TUESDAY, Feb. 23, at noon.

THE Steamship *DORIC* will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 18th January, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, Ministers of the Gospel, Military, Diplomats, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full and sent to the Company's Office until 5 p.m., the day previous to sailing.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Prince Street.

J. S. VAN BUREN, Agent.

Hongkong, December 24, 1896. 2500

Mails.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS OF THE LEVANT, BLACK SEA & ARCTIC PORTS;

also, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL SOUTHAMPTON TO AND FROM BREMEN AND LONDON.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

Bayern [Tuesday] January 5.
Prinz Heinrich [Tuesday] February 2.
Freuen [Tuesday] March 2.

ON TUESDAY, the 6th of January, 1897, at 9 a.m., the Company's S.S. *BAYERN*, Captain B. Blasen, with MAILS, PASSENGERS, SPECIES, and CARGO, will leave this port for above, calling at NAGASAKI and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 2nd January, Cargo and Specie will be received on board until 5 p.m., on MONDAY, the 4th January, and Specie will be received at the Agency Office until Noon, on MONDAY, the 4th January. Outlets of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Liqueur can be washed on board.

For further Particulars, apply to MELOHRS & Co., Agents.

Hongkong, December 11, 1896. 2612

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

FROM CALUTTA, PENANG AND SINGAPORE.

THE S. S. *Lightning* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside the Vessel, or to have them landed and stored at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where delivery may be obtained at once as the Goods are landed.

Consignees are requested to take immediate delivery of their Goods from alongside the Vessel, or to have them landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by DAVID SARSOON, SONS & Co., Agents.

Hongkong, December 30, 1896. 2640

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER MAZAGON.

FROM BOMBAY AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where delivery may be obtained at once as the Goods are landed.

This Vessel brings on Cargo—From Persian Gulf, ex a.s. *Narada*, *Majid*, &c.

Goods not cleared by the 5th January, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here after which no Claims will be recognized.

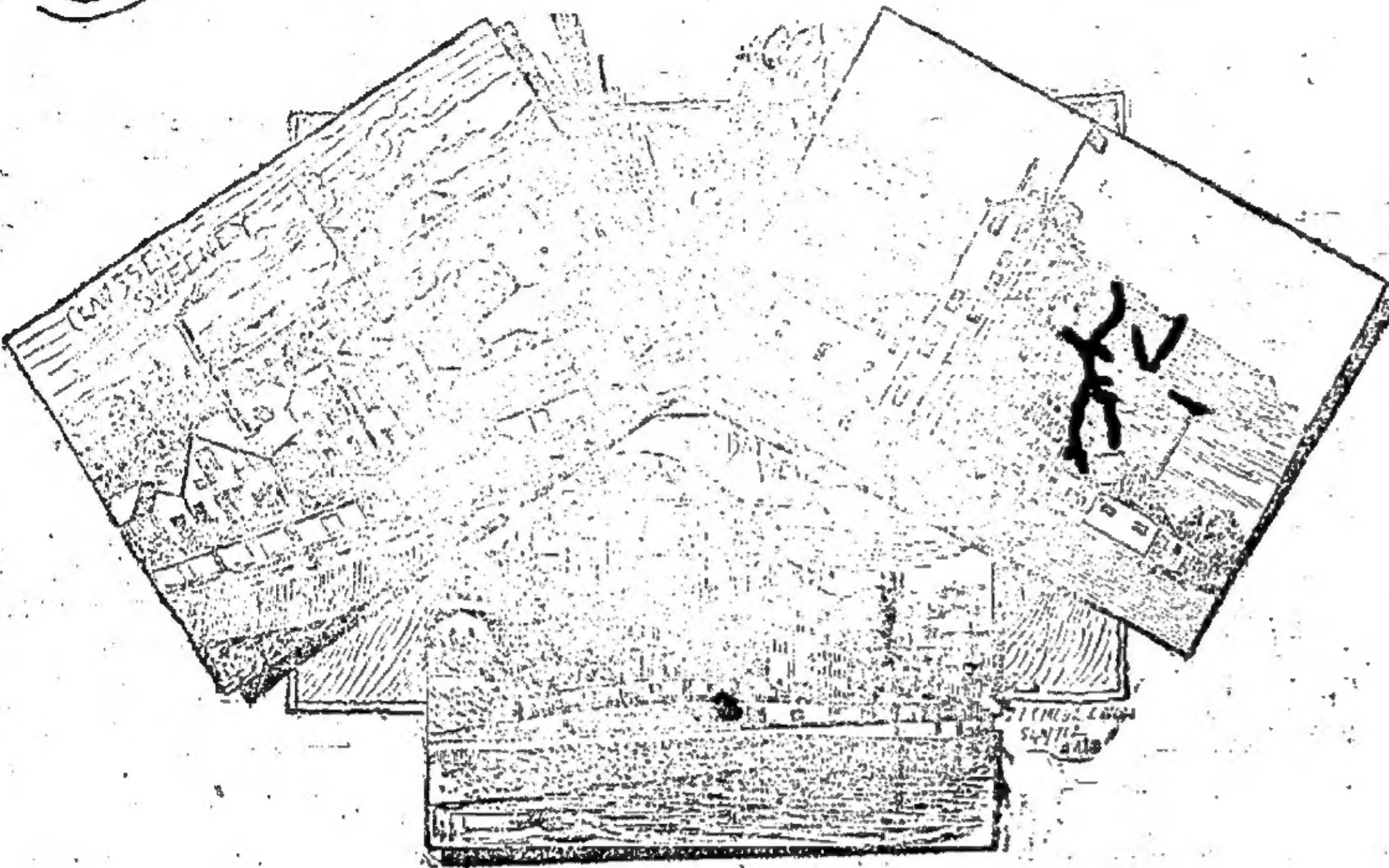
H. A. RITCHIE, Superintendent.

Rainier Beer, Try it!

Rainier Beer, Try it!

AN
INVIGORATING
TONIC.A HEALTHFUL
AND
REFRESHING
DRINK.

SEATTLE BREWING & MALTING CO.

BREWED FROM
WATERS UNSUR-
PASSED FOR
PURITY.BREWED ONLY
WITH BAVARIAN
AND
BOHEMIAN HOPS.

REMARKS.

Unsurpassed as a tonic for the ladies. Once tried by them they will agree with the remarks of our other lady friends and continue to patronize us. For the gentlemen it is a cooling and refreshing drink. All who have tried it stand by it. We only ask one trial and will then rest on our merits.

SEATTLE BREWING & MALTING CO.,

HONGKONG BRANCH,

ICE HOUSE LANE.

[1893]

F. BISHOP,

Acting Manager.

TO LET.
NOS. 2 and 3, STEWART TERRACE
(The Peak).
Apply to
J. W. NOBLE.
Hongkong, August 28, 1896. 1742

TO LET.
D'WELLING HOUSES—
Nos. 2 and 4, REPOY TERRACE.
"HARFORD" as MAGAZINE GARD.
"THE KENNELS," as MAGAZINE GARD.
"RAVENSHILL" East and West.
GODOWNS in REPOY BUILDINGS.
ERANIE'S BUNGALOW, at Kowloon.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, December 23, 1896. 2185

TO LET.
5-ROOMED BUNGALOW "REEDA,"
Boxman Road.
Apply to
CHINA MERCHANTS' S. N. Co.,
No. 22, PRINCE STREET.
Hongkong, June 8, 1896. 1177

TO LET.
From 1st December, 1896.

CRAIGMIN EAST; FIVE ROOMS,
TENNIS LAWN, &c.
Apply to
DENISON & RAM.
Hongkong, November 27, 1896. 2322

TO LET.
IDLEWILD, STRAITS ROAD,
WESTBOURNE VILLAS, BONHAY
ROAD.
Apply to
LINSTED & DAVIS.
Hongkong, December 1, 1896. 2411

INSURANCES.
UNION ASSURANCE SOCIETY.
(Instituted in the Reign of Queen Anne
A.D. 1714).
CAPITAL FULLY SUBSCRIBED, £400,000.
CAPITAL PAID UP, £180,000.
TOTAL INVESTED FUNDS EXCEED £2,700,000.
TOTAL ANNUAL INCOME, £850,000.

THE Undersigned, having been appointed
Agents of the above Society in Hong
Kong, is prepared to issue Policies against
FIRE on the usual terms.

HARRY WICKING,
Agent.
NORTH BRITISH AND MERCANTILE
INSURANCE COMPANY.

At December, 1896,
£3,000,000.00
£2,700,000.00
£2,500,000.00
£2,300,000.00
£2,100,000.00
£1,900,000.00
£1,700,000.00
£1,500,000.00
£1,300,000.00
£1,100,000.00
£900,000.00
£700,000.00
£500,000.00
£300,000.00
£100,000.00
£0.00

THOMAS'S GRILL ROOM.
THIS Establishment has undergone
extensive alterations. The DINING
ROOM being now upstairs, and a Large
BILLIARD ROOM (opening into the
Pergola and Wines' Terrace) being added
to the Hotel.
A French Chef being engaged the
Cuisine will be second to none.
Rooms for Private Dinners.
Entrances—Ice House Lane, Queen's
Road, and Duddell Street.
FREDERICK BISHOP,
Manager.
1899. THOMAS'S GRILL ROOM.

WINDSOR HOTEL.
HONGKONG.
THIS Establishment, situated in the
elaborate building known as "THE
NADGILL HOUSE," offers First-Class Accommodation to Residents and Travellers.
Passenger Elevator, from Entrance Hall
to each Floor, in charge of experienced
Attendants.
Favourable Arrangements made for
Families and for Monthly or Extended
Periods.
P. BOHNI,
Proprietor and Manager.
Hongkong, November 24, 1894. 1507

PEAK HOTEL.
OPEN ALL THE YEAR ROUND.
THIS Commodious and Well-appointed
HOTEL, situated at a height of 1,350
feet above sea-level, has just been thoroughly
re-decorated, renovated and re-furnished,
and a NEW WING has been built, which
commands magnificent Views of the Har-
bour and mainland of China.
For further Particulars, apply to
THE MANAGER,
New Victoria Hotel,
Hongkong, November 24, 1896. 726

NEW VICTORIA HOTEL.

ROTISSERIE.
Meats a la Carte.
CHOPS, STEAKS, &c., etc., at any
time, between 7.30 a.m. and 11.30
p.m.
Monthly Boarders at Moderate Rates.
Madar & Farmer,
Proprietors.
Hongkong, September 3, 1896. 1788

Not Responsible for Debts.
Neither the Captain, the Agents, nor
the Owners will be Responsible for any
Debt contracted by the Officers or Crew of
the following Vessels, during their stay in
Hongkong Harbour—

Fort St. George, British ship, Captain
Vanstone—Standard Oil Co.
Fred. P. Larosier, American barque,
Captain W. W. Hardy—Order.
St. Andrew, British barque, Captain W.
Hardy—Order.

At December, 1896,
£3,000,000.00
£2,700,000.00
£2,500,000.00
£2,300,000.00
£2,100,000.00
£1,900,000.00
£1,700,000.00
£1,500,000.00
£1,300,000.00
£1,100,000.00
£900,000.00
£700,000.00
£500,000.00
£300,000.00
£100,000.00
£0.00

At December, 1896,
£3,000,000.00
£2,700,000.00
£2,500,000.00
£2,300,000.00
£2,100,000.00
£1,900,000.00
£1,700,000.00
£1,500,000.00
£1,300,000.00
£1,100,000.00
£900,000.00
£700,000.00
£500,000.00
£300,000.00
£100,000.00
£0.00

At December, 1896,
£3,000,000.00
£2,700,000.00
£2,500,000.00
£2,300,000.00
£2,100,000.00
£1,900,000.00
£1,700,000.00
£1,500,000.00
£1,300,000.00
£1,100,000.00
£900,000.00
£700,000.00
£500,000.00
£300,000.00
£100,000.00
£0.00

At December, 1896,
£3,000,000.00
£2,700,000.00
£2,500,000.00
£2,300,000.00
£2,100,000.00
£1,900,000.00
£1,700,000.00
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SHARE LIST—QUOTATIONS—DECEMBER 31, 1896.

| Stocks. | No. of Shares. | Value. | Paid-up. | Closing Quotations, each. |
|----------------------------------|----------------|--------|----------|---------------------------|
| BANKS. | | | | |
| Hongkong and Shanghai Bank Corp. | 31,000 | \$ | 12 | all 180 p.m. = \$350 |
| Bank of China & Japan, Limited | 31,000 | £ | 12 | 5 p.m. |
| Bank of India & China, Limited | 1,000 | £ | 10 | 2 10 p.m. |
| Bank of Japan, Limited | 1,200 | £ | 12 | 1 25 |
| Bank of Korea, Limited | 1,200 | £ | 10 | 2 8 6 |
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